CLAIMS LISTING:

1. (Currently amended) An articulated vehicle comprising:

a first and a second frame half connected to an articulation that allows the first and the second frame halves to rotate in relation to one another about a longitudinal axis of the vehicle;

a positioning arrangement comprising at least one adjusting device; and

said positioning arrangement further comprising at least one means of operation operated by said at least one adjusting device in order to rotate the first and second frame halves about the longitudinal axis of the vehicle into a predefined basic position in relation to one another and wherein the positioning arrangement has operative and inoperative conditions in which the frame halves are fixed in the predefined basic position in relation to one another when the positioning arrangement is in the operative condition and in which the frame halves are freely rotatable in relation to one another when the positioning arrangement is in the inoperative condition and said inoperative condition is triggered when a predetermined angular difference between frame halves is determined;

~~wherein the positioning arrangement has operative and inoperative conditions in which the frame halves are fixed in the predefined basic position in relation to one another when the positioning arrangement is in the operative condition and in which the frame halves are freely rotatable in relation to one another when the positioning arrangement is in the inoperative condition; and~~

wherein the means that operate the positioning arrangement comprise two guide arms operated by the at least one adjusting device.

2. (Cancelled)

3. (Cancelled)

4. (Previously Presented) The articulated vehicle as recited in claim 1, wherein the positioning arrangement comprises means of positioning which define the predefined basic position.

5. (Withdrawn) The vehicle as recited in claim 1, wherein the means of operation of the positioning arrangement are a gear arrangement operated by the at least one adjusting device.

6. (Withdrawn) The vehicle as recited in claim 5, wherein the connection between the gear arrangement and the adjusting device is designed as a torsion spring.

7. (Withdrawn) The vehicle as recited in claim 5, wherein the positioning arrangement comprises at least one brake arrangement.

8. (Previously presented) The vehicle as recited in claim 1,

wherein the positioning arrangement also has a semi-operative condition in which the force with which the adjusting device or the adjusting devices action can be adjusted or controlled.

9. (Previously Presented) The articulated vehicle as recited in claim 1, wherein the positioning arrangement can pass from the operative or semi-operative condition to the inoperative condition in the event of at least one first predefined occurrence.

10. (Previously Presented) The articulated vehicle as recited in claim 1, wherein the positioning arrangement can pass from the inoperative condition to the operative or semi-operative condition in the event of at least one second predefined occurrence.

11. (Cancelled)

12. (Withdrawn) The vehicle as recited in claim 1, wherein the positioning arrangement is divided into a plurality of sections.

13. (Withdrawn) The vehicle as recited in claim 1, wherein the positioning arrangement is concentrically supported around an articulation bearing.

14. (Withdrawn) The vehicle as recited in claim 1, wherein the means of operation of the positioning arrangement comprises at least one flexible element.

15. (Previously Presented) The articulated vehicle as recited in claim 1, wherein the means of operation of the positioning arrangement are hydraulic or electrical.

16. (Previously presented) A method in an articulated vehicle having an articulation which allows a first and a second frame half to rotate in relation to one another about the vehicle longitudinal axis for rotating the first and the second frame halves into a predefined basic position in relation to one another, said method comprising:

rotating at least one of the frame halves about the longitudinal axis of the vehicle into the predefined basic position by means of at least one adjusting device;

and providing two guide arms positioned on the first frame half and which are brought against two bearing surfaces positioned on the second frame half by means of at least one adjusting device.

17. (Previously Presented) The method as recited in claim 16, wherein the frame halves are fixed to one another when the frame halves are in the predefined basic position.

18. (Cancelled)

19. (Cancelled)

20. (Original) The method as recited in claim 16, wherein the force with which the at least one adjusting device acts can be adjusted.

21. (Previously Presented) The method as recited in claim 16, wherein the frame halves pass from the predefined basic position to an undefined position in the event of at least one first predefined occurrence.

22. (Previously Presented) The method as recited in claim 16, wherein the frame halves pass from an undefined position to the predefined basic position in the event of at least one second predefined occurrence.

23. (Cancelled).